

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
<http://www.dot.ca.gov/dist05/>



*Flex your power!  
Be energy efficient!*

August 26, 2013

Mr. Brian Pedrotti, Project Manager  
County Planning & Building Dept  
976 Osos St, Rm 300  
San Luis Obispo CA 93408-2040

SLO 101 PM 9.66  
SCH 2005041094

Dear Mr. Pedrotti:

**COMMENTS ON THE REVISED RECIRCULATED DRAFT ENVIRONMENTAL  
IMPACT REPORT FOR THE LAETITIA AGRICULTURAL CLUSTER  
SUBDIVISION**

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Revised Recirculated Draft Environmental Impact Report (RRDEIR) for the Laetitia Agricultural Cluster Subdivision. The document offers an amended Alternatives Analysis for the project.

Regarding each alternative, Caltrans refers to our November 7, 2008 comments (attached). With respect to access onto US 101, the existing comments from 2008 (paragraph 1) remain in effect in their entirety. Due to concerns of public safety and traffic operations, Caltrans cannot support any proposal which has the possibility of adding a single trip to the existing winery driveway on US 101. Only a "crash-gate" type emergency access can be supported.

Caltrans is currently in the process of updating the *Transportation Concept Report* for US 101 (adoption expected early 2014). The likely planning concept for US 101 through all of San Luis Obispo County is to upgrade the facility to a freeway. This concept entails a long term strategy to incrementally remove all median openings and consolidate access to US 101 with interchanges. This will be a long term effort and intensifying of the use of the existing winery driveway for the proposed project would be inconsistent with this plan.

With respect to the US 101 / Los Berros Road interchange, the existing comments from 2008 (paragraphs 2, 3 and 4) still apply unless new analyses are performed which demonstrate that the requirements identified in the 2008 DEIR are no longer required or can be modified.

In addition, it should be noted that Caltrans would consider roundabouts at the ramp nodes rather than signalization as a possible mitigation strategy.

Mr. Brian Pedrotti

Page 2

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or [adam.fukushima@dot.ca.gov](mailto:adam.fukushima@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Fukushima', with a stylized flourish at the end.

Adam Fukushima, PTP  
Caltrans District 5  
Development Review

Enclosure: Laetitia comment letters from 2008 and 2012

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TDD (805) 549-3259  
<http://www.dot.ca.gov/dist05/>



*Flex your power!  
Be energy efficient!*

May 16, 2012

Brian Pedrotti  
County of San Luis Obispo Planning  
976 Osos Street, Room 300  
San Luis Obispo, CA 93408

SLO 101 pm 9.66  
SCH 2005041094

Subject: Laetitia Agricultural Cluster Subdivision Tract Map and Conditional Use Permit Re-circulated Draft Environmental Impact Report

Dear Mr. Pedrotti:

Thank you for the opportunity to review and comment upon the subject Re-circulated Draft Environmental Impact Report (DEIR). The document includes an expanded suite of project alternatives, including the "Alternative Access Alternative". This alternative anticipates the possibility of expanding local road connectivity which would eliminate the need to provide secondary access through the existing winery facility.

Regarding each alternative, Caltrans refers to our November 7, 2008 comments (attached). With respect to access onto US 101, the existing comments from 2008 (paragraph 1) remain in effect in their entirety. Caltrans refuses to support any proposal which has the possibility (deliberate or inadvertent) of adding a single trip to the existing winery driveway on US 101.

With respect to the US 101/Los Berros Road interchange, the existing comments from 2008 (paragraphs 2, 3, and 4) remain in effect in their entirety unless or until new analyses are performed (for whichever alternative is preferred and/or approved by the lead agency) which demonstrates that the requirements identified in the 2008 DEIR are no longer required or can be modified.

If you have any questions regarding these comments please call me at (805) 549-3632.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Shaeffer".

Chris Shaeffer  
Development Review  
Caltrans District 5

Attachment

C: J. Worthley, SLOCOG  
G. Marshall, PWorks

## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111  
FAX (805) 549-3329  
TDD (805) 549-3259  
<http://www.dot.gov/dist05>



*Flex your power!  
Be energy efficient!*

November 7, 2008

SLO 101 PM 9.66

Brian Pedrotti, Project Manager  
County of San Luis Obispo  
Department of Planning & Building  
967 Osos Street, Room 300  
San Luis Obispo, CA 93408

Dear Mr. Pedrotti,

LAETITIA AGRICULTURAL CLUSTER SUBDIVISION TRACT MAP AND  
CONDITIONAL USE PERMIT, DRAFT EIR, SCH # 2005041094

Thank you for submitting the above referenced project for our review. The following comments were generated as a result.

Project-specific Impacts and Mitigation Measures

1. *(Transportation and Circulation, Page V-204, (2.) Existing With Project Intersection Operations, (a) Highway 101/Laetitia Vineyard Drive Intersection)* We would like to acknowledge and confirm that Caltrans will not accept any additional traffic introduced onto U.S. 101 at the Laetitia Winery driveway from the proposed Ag Cluster Development. This would include right-in/right-out turning movement traffic from the Laetitia Winery driveway. We are gratified that the traffic study acknowledges our position on this matter as Caltrans agrees that to add traffic at this location via any type of turning movement, is to introduce a significant traffic impact on U.S. 101.

The mainline segment of U.S. 101 at the Laetitia Winery Intersection location currently experiences traffic traveling at high rates of speed with those traffic volumes continuing to increase. The Ag Cluster project proposes to generate a total of 1,234 daily trips with 90% of that estimate, 1,110 daily trips, being assigned to travel on U.S. 101 everyday. Caltrans must assume that most if not all of these 1,110 daily trips would not voluntarily comply with the intent of the gate restricting access type of emergency access. All of those 1,110 daily trips could theoretically and easily access this high-speed facility.

*"Caltrans improves mobility across California"*

Although the Ag Cluster proposal has designated the Laetitia Winery driveway as its secondary access, Caltrans is aware that this secondary access or "emergency access" provides a much shorter and direct route onto U.S. 101 compared to the primary access route that connects to Upper Los Berros Road. Commuters tend to resist traveling out of their way, or out of direction, to reach their destination. The "gate restricting access" to the Laetitia Winery's access to U.S. 101 as proposed, could be remotely actuated by drivers coming in and out of the proposed development's "secondary access". Drivers wouldn't even have to get out of their cars to open the gate restricted access.

Caltrans cannot "assume" voluntary compliance whereby non-emergency traffic (daily traffic) will not be indiscriminately traveling onto U.S. 101, unless a "crash-gate" type emergency access will be required instead of the "gate restricting access" promoted by Cal Fire. Caltrans views the traditional type of crash gate, i.e., a chain link suspended between and attached by a pad lock to two posts set in concrete, as one way of assuring that only emergency-event traffic will be able to access U.S. 101 at the Laetitia Winery entrance. We therefore request that the Lead Agency condition the proposed Ag Cluster development to install the traditional "crash-gate" type of emergency access barrier.

Caltrans asks that Cal Fire provide documentation formally stating the policy that now requires, "gate restricting access" instead of the traditional "crash-gate" type of emergency access. Is this a state-wide policy for Cal Fire or a county specific requirement? We ask for clarification on this matter.

Please be advised that Caltrans recently held a kick-off Project Development Team (PDT) meeting for the "Construct Median Barrier" project on U.S. 101. This project proposes to construct a median barrier from south Arroyo Grande down to the 101/Thompson-Los Berros Interchange location. The construction of the median barrier will effectively eliminate all left-turn capability in and out of the Laetitia Winery driveway.

2. *(Transportation and Circulation, Page V-205, (2.) Existing With Project Intersection Operations, (b) Highway 101 Southbound Ramps/Los Berros Road)* Caltrans acknowledges the signal warrants analysis within the traffic study stating the need for traffic signals at the 101/southbound ramp intersection. Please be advised that early consultation with our Traffic Operations Staff regarding the placement of traffic signals at this location would be of benefit. Caltrans has final authority regarding the construction of traffic signals within our Right of Way (R/W). Please contact Julie Gonzalez, Senior Traffic Operations Engineer (549-3048), regarding the project approval condition involving the placement of a traffic signal at this location. This proposed mitigation will require an encroachment permit from Caltrans.

3. *(Transportation and Circulation, Page V-205, (2.) Existing With Project Intersection Operations, (c) Highway 101 northbound Ramps/Los Berros Road)* Caltrans acknowledges the signal warrants analysis within the traffic study stating the need for traffic signals at the 101/northbound ramp intersection. Please be advised that early consultation with our Traffic Operations Staff regarding the placement of traffic signals at this location would be of benefit. Caltrans has final authority regarding the construction of traffic signals within our Right of Way (R/W). Please contact Julie Gonzalez, Senior Traffic Operations Engineer (549-3048), regarding the project approval condition involving the placement of a traffic signal at this location. This proposed mitigation will require an encroachment permit from Caltrans.
4. *(Transportation and Circulation, Page V-209, (4.) Existing With Project Intersection Operations, (b) Highway 101/Los Berros Road/North Thompson Road Ramp Junctions)* Caltrans acknowledges the mitigation being offered, i.e., the lengthening of various ramps to add extra acceleration and deceleration distances. Early consultation with Paul McClintic, Senior Traffic Operations Engineer (549-3473) regarding the feasibility of constructing this mitigation measure, would prove beneficial. This proposed mitigation would require an encroachment permit from Caltrans.

The Encroachment Permit

All work done in the State's R/W shall be done to the Department's engineering and environmental standards and at no cost to the State. Furthermore, the conditions of approval and the requirements for obtaining the encroachment permit are at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements.

Please contact Mr. Steve Senet at (549-3206) for more information regarding the encroachment permit process or visit The Department's website at: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

If you have any questions regarding the foregoing, please contact me.

Sincerely;

  
James Kilner

Cc: James Worthley - SLOCOG